

Series I  
Correspondence,  
1932-1973

Box 1, Folder 13

March 16, 1943 –  
July 1, 1943

Frame: 0410

Swede (Hazlett), 16 March 1943  
Submarine appointments

See particularly letter to OPS Proposal  
Board on ASW Warfare, 20 March 1943

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Report on assault on Wake Island,  
13 October 1943. Very good.

To Art Davis, 16 December 1943  
Comment on Admiral King.

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Heavy Folder, March 1943-15 August 1944

\*To Secretary Ops Board, 30 March 1943  
ASW Warfare

Interesting discussion of Killer Groups in ASW work.  
Also first mention of work of Herbert Rosinski.

Very sound analysis. This should be checked as to  
whether or not this was the original concept.

Dear Legs (Captain W. D. Leggett), 26 September 1975  
Work at Navy Yard, Mare Island

Report to CinC Pac Flt, 13 October 1943  
Assault on Wake Island and conclusion as to preparation  
for assaults against defended atolls, etc.  
Very clear and good.

Dear Legs, 24 October 1975  
More on Mare Island Navy Yard and repairs.

Dear Art (Davis), 16 December 1943  
\*Comment on Gilbert's operation and on Admiral King's  
\* Successful conduct of Naval Affairs!

Memo for Admiral Giffin, 24 December 1943  
Comment on Admiral Taussig's letter on Personnel.

Kalbfus, 9 January 1944  
Comment on Tarawa Assault and Bate's critique of Wake  
Bombardment.  
Also on action analysis.

Kalbfus, 13 March 1944  
Mental power in command.

Bittenger, 13 March 1944  
Camouflage and comments on Kalbfus.

\*Kalbfus, 12 April 1944  
High level education.

Herbert Rosinski--particularly about education of British  
Naval officers.

The language of strategy should start at the Naval  
Academy! Also military character.

\*Admiral Pye, 12 April 1944  
Same general topics as to Kalbfus plus order form and  
assumptions.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 16, 1943

Mr. P.P. Goodman,  
N.S. Meyer & Company,  
419 - 4th Ave.,  
New York, N.Y.

My dear Mr. Goodman:

I have asked Mr. Ialli to return to you the two hats which you fixed up for me because, to my surprise, you have made them too large. I have always worn a 7-3/8 large, or a 7-1/2 small size. The first thing that I noted was that these hats were too large, and then I noted that you had placed size on them of 7-5/8. I have fitted out one of the hats with padding under the sweat band so that it is my usual size. I request that the hats be made accordingly.

I want to thank you for your interest in fixing up these hats. I recollect that you told me when I was there, that you were about to go out of business in hat making and planned to confine yourselves to ornaments only.

The new hats are not bad looking, neither are they as smart appearing today as the basic hat was. There is something lacking in rakishness about both of the new hats -- they don't have that sort of snappy stream-lining which, I for one, have always admired in the Meyers products. However, as we are in a war and there is little competition, I suppose that beggars cannot be choosers.

Very truly yours,

R.W. Bates,  
Captain, U.S.N.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 16, 1943

Dear Swede:

I suppose that great minds run in the same channels. This is evidenced from the fact that for the past week I had been considering writing you a letter to see what the good word was with you and your charming family. This morning I noted that you had beaten me to it by writing me a very interesting communication about the very subject that I had been thinking of. Thanks very much for your effort.

In the first place, I will tell you a little about myself, as you seem to be interested in that. I have been trying to go to sea for over a year but I have been denied that privilege because of my job as Chief of Strategy. Admiral Kalbfus told me that it was very difficult to find officers who could handle this subject adequately in the College, that he considered me "a find", and that, therefore, I would have to stay here until this coming June. The Navy Department notified me about six months ago that I could not be detached without the prior approval of the President of the Naval War College. So, although I have quietly put feelers out here and there, they have always returned with the same answer - "not now." The other day I had to deliver three speeches in New York before different units, and one of these units was addressed by Admiral Pye, who is now our President here. Admiral Pye had just then returned from Washington and he informed me that I was to be detached in June. Then I received a letter from Admiral Kalbfus, the former President, who stated that he understands that I would not be detached before June, nor would be allowed to remain after June. From this you can see that it appears as if I will be seaward bound in June. More than that, I do not know, nor can I even forecast in any way what job I am to get. I have hopes for something quite good, in fact, it has been indicated to me that I will get something good, but what it will be, is in the hands of the Gods.

I was pleased to note that you and your friends have confidence in my ability to produce over and above some others, notably Tom and Chick, but there seems to be

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no way today to gauge people except in combat. I certainly hope to be in it in the not too distant future, and to reflect thereby performance what my friends wish for and expect. I feel that the High Command in Washington has deep interest in winning the war, as I have, and, therefore, the assignments they may make will be what they think is for the good of the Service. I know that Admiral Kalbfus used to say to me, when I groused a bit about remaining here, that each officer had to do his job where placed, and if a round peg fitted a round hole, it was not to the national interest to replace him with a square peg. In this, I fear, I thoroughly concur, although to each of us as a personal matter, such an attitude seems quite severe. Anyway, I am to get out of here at last, which is, to say the least, highly gratifying and stimulating.

We have a fine bunch of officers here as students, not only in the regular class, but also in the reserve class. The regulars average about the same as heretofore, and you know about them, but the reserves are a new breed of cat, so I have been watching them carefully. My opinion, as a result of this study, is that they are a remarkably able and intelligent group of men who are most anxious to succeed, and who will probably do very well indeed wherever placed, provided that they are handled, at least at the start, with sympathy and understanding. I know, as a result of my association with them here, that if I find them in any quantity in my command, I shall do my best to guide them into the jobs where they can be most effective. That they will be effective, if so handled, I have no doubt.

I was delighted to hear that Alice is doing so well, and naturally, I was likewise interested in Buddie. They are both a wonderful pair of young ladies, and I think that in having you and Ibby as their parents, they started out in life with an advantage which most of their compatriots never will have. I note that Alice is to be confirmed this year, which is as it should be. I believe in the religious side of life, and although in peace time, others pretend that such conceptions are alien to their natures, nevertheless, when war comes, they quickly rally to the spiritual. How true this statement is was noted at Guadalcanal, on Rickenbacker's raft, and on the various commands at sea. Mindful of all of this, I took the liberty of changing our Navy hymn to tie it up with Land, Sea and Air. The result has been quite successful, and I have received encomiums from many

places. I understand the hymn was broadcast from London the other night to this country, and that it has been broadcast by the Navy Department over a special national hook-up, and also by Firestone. In the little pamphlet, herein enclosed, you will find the hymn. We sing it every Sunday here at Trinity Church, and one reason for our large attendance is attributed in part to this hymn.

I am wondering how you actually are. I have heard rumors that your ticker was not in the best of shape, although your letter indicates otherwise. I sincerely hope that what you say concerning your own health is true. You are a wonderful fellow, Swede, a fine father and friend. I don't like to say this here to you, because it may make you feel even worse about getting to sea than you do now, but this is what I firmly believe. You were one of the best, if not the finest, submarine men that they had, and in this I include Lockwood and Christy. I feel that rather than having them as Admirals today you would, on merit alone, have been our premier submarine admiral. As a matter of interest, but not for publication, I have not been too impressed with our recent submarine admiral appointments, but as this is purely a personal feeling, it isn't worth much. In the end, a High Command won't put someone in a job who they think will do a bad job. I stand by the High Command.

Give my warmest personal regards to Ibby, who I have always had a very fond affection for. Also to any of our Class Mates around there, including the Commandant of Midshipmen. I have seen Gladys and Spike, but not as much as I should like to. Spike came to a cocktail party given by some of the officers of the War College to celebrate their advancement in rank. Both of them, I know, will be very well liked after they have had a chance to shake-down, and both look very well.

Thanks very much for your invitation to come down, and maybe it can be done, but the chances at present are poor. My best to you always, old Pal,

Sincerely,

Commander E.E. Hazlett, U.S.N.  
U.S. Naval Academy,  
Annapolis, Md.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 17, 1943

Dear Admiral:

I have been planning to write to you for some time, but our section has been pretty busy with "Op. Prob. I - The Caribbean," and it is only now that I have a little time off so that I can turn to writing to you.

Things are going on here about the same as when you were here, and I don't think that, so far as the Command Class is concerned, you would note any difference whatsoever. The students are doing about as well as can be expected and I would say everything was quite smooth. I don't believe that if you walked into a Command Class presentation, you would find yourself in unfamiliar ground. Without saying so as a fact, I would say that in so far as the Command Class is concerned, Admiral Pye has made little or no changes. Of course, the Historical Presentations are out, but that was not because they were considered as unsuitable so much as the fact that we now are presenting the battles of the present war, which require all the time heretofore given to the past wars.

Things are going on in town also about the same as heretofore, with no really new faces remaining here during the winter, with the exception, possibly, of the Cassatts from Philadelphia. Both of them are older than the majority of us, but they are very pleasant and I lunched with them on Sunday. Roger and Mary Firestone were here over the weekend and I saw them for a time. They spoke of seeing you quite frequently, and also spoke of their affection for you. I dined at Mrs. Van Alen's on Saturday night. She had a small dinner of about twelve, which included Admiral and Mrs. Pye and Estelle Ragan. Right at dinner, Mrs. Van Alen began telling me of how disappointed she was that Tommy and Estelle were being divorced. She said that Estelle had left him about six years ago and that they had gotten together again, and until now, everything seemed quite rosy. However, about a few months ago, Tommy wrote Estelle and told her flatly that he was through and for her to get a divorce right away, and further that she could have the custody of the child. According to Mrs. Van Alen, this was quite a surprise to Estelle, but she decided to go through with it, which I think she is doing. Mrs. Van Alen further said that recently, Tommy had appeared some where, I think Boston, and had called Estelle and told her to forget it and to come up

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there and see him. Estelle refused and it looks as though the divorce is really on. I told Mrs. Van Alen I thought that she possibly had better talk to Estelle a little bit on the subject, because it was possible that Tommy was suffering from some sort of anxiety neurosis, and that when he wrote the letter, he wasn't himself at all, and perhaps if she viewed it in that light, mindful of what happened later, she might find Tommy and herself squared away for keeps and in a manner satisfactory to both. Whether this will be done, I do not know, but as Estelle was sitting on my left, I think she must of heard what I said.

I suppose that you know that the Hospital Command has changed here now, and that Captain Griffith Thomas is now the Commanding Officer. He is an old friend of mine, so it was quite pleasant, although I was quite friendly with Biello.

There has been a change in your Civilian Staff. Mrs. Frye, who took care of the civilian rolls, has resigned, not through any pique, but because her husband is on the West Coast and he wanted her to come out there, also because of her inability to get some one to look out for her child during working hours. The question of day nurseries for people in war industries will clear matters of this type up in the future I hope, as a bill to establish them has just been introduced in the State Legislature. Mrs. Hindley has replaced Mrs. Frye, and Mr. Kelly has replaced Mrs. Hindley.

Commander Tallman, who is, as you will recollect, on the strategical staff, recently completed a very successful tactical problem. I knew that he had been working on this but I didn't know when the result would be effective, but on Monday morning, he came running into me to say that at 7:28 that morning, he had become a father of a daughter. He seemed as pleased as Punch and was grinning like a Cheshire cat. The baby weighed something over six pounds, and both the baby and the mother are doing very well indeed. I sent Tallman home and was asked what I thought he could do. My reply to that of course was that bachelors like spinsters know the answer, that Mamma would never forgive papa ~~that~~ if at this time, she found him attending to business more than to her.

In this connection, I am reminded of the story of the 57 minutes. A large office firm had been doing badly economically speaking, and the Board of Directors engaged an efficiency expert to handle the office. The

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efficiency expert called the office force together and told them that he would tolerate no foolishness, that nobody had been putting out, that the work-day was eight hours, that office hours would commence at 8:30 in the morning, that there would be a knock-off period for lunch from 12:30 to 1:00, and that work would continue until five in the evening. He further said that any one who did not maintain those hours would be promptly dismissed. After having fired a few of the office force, the remainder worked very hard, and the expert was satisfied that things were in hand. One day, one of the young men came to him and asked for fifty-seven minutes holiday that afternoon. He wanted from two p.m. to 2:57 p.m. The expert asked the young man "what for?", to which the young man replied "my wife is going to have a baby." The expert said "fine, that's wonderful, but you will probably need more than fifty-seven minutes - take it if you need it." The young man said "no", that he didn't need it, that is all he required, and left. The expert was quite interested in this performance, because having babies at a set time is a very difficult matter, so he was interested in how this was going to work out. He watched carefully to see when the young man would return and noted at 2:56 he came in and hung up his hat, and at 2:57 was hard at work. The expert was overjoyed at the success of his "time formula." He sent for the young man and queried him as follows: "Son, how did everything go?" To which the young man replied "swell." The expert asked "and how is the little lady?" The young man replied "wonderful, thank you, couldn't be better." The expert then asked "and the child, is it a boy or a girl?" To this, imagine the expert's surprise, when the young man answered "Oh, sir, we won't know that for nine months."

There isn't much more to say, I think I told you before that I inspected the Iowa and also the South Dakota. They are fine ships and fine commands, and I certainly hope that when the powers that be, view me, that they will do so with a friendly eye. No one has heard yet up here who was getting the New Jersey.

My best regards to you and Mrs. Kalbfus, in which regards, I know that the entire War College, both Naval and Civilian, join me.

Very sincerely yours,

R.W. Bates,  
Captain, U.S.N.

Admiral E.C. Kalbfus, U.S.N.,  
The General Board,  
Navy Department,  
Washington, D.C.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 18, 1943

Dear Lewis:

Thank you for your letter dated March 3rd. It was very pleasant to receive it, and I can assure you that, not only I, but all of your deadly opponents in the Reading Room were glad to hear of you through me. Naturally, I am pleased to note that your famous all-year-round cold has disappeared, and that you are now the tough guy that you could have been all these years had you lived in a sunny clime, instead of the frozen Boston area. If it will make you feel any better down there, let me tell you that we have had some pretty bad weather here. About two weeks ago, the temperature dropped to a low - an all time record low for this area - of twenty below zero. My wood had given out about that time and my apartment leaked, so that my apartment temperature was around forty six degrees Fahrenheit. Since then, we have had rain, snow and today, mist. So you can be heartily pleased that your Navy friends saw fit to give you a break and to put you down there where the sun shines, and where you take a drink to cool off, rather than one to warm up.

All of your old friends are on tap every afternoon to play cowboy pool, and the games are about as tight as they were when you used to show the boys how the game should be played. The club is just as noisy as ever, and the kibitzers just as active.

I am getting on about the same as heretofore, although I have not felt too hot the last couple of days, primarily, I think, because I put myself on a diet, which my body didn't enjoy very much. So I have practically stopped the diet and feel actually better.

There is nothing very new around here, no new stories, no nothing, but what you know all about it already. If you want to tell the boys a story, tell them this one, I hope you have not heard it:

A cattleman from Wyoming was arrested for selling the heads and tails of his slaughtered cattle to the sausage manufacturers. The Judge asked him why he did such a thing and the cattleman replied "Judge, I did it to make both ends meet (meat)."

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If there is anything you wish me to do for you in the next few months, you better speak up, because I expect to go to sea in June. I have been so advised and see no reason for a change.

Best regards, as always,

Commander James P. Lewis, U.S.N.,  
U.S. Naval Station,  
Guantanamo Bay, Cuba.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 19, 1943

Dear Richards:

I must say I am a little bit slow in acknowledging your high courtesy in loaning me your car when I was officially on business in New York. It was a most friendly act and one for which I am deeply grateful. The day was very wet and snowy - taxis were hard to obtain - and lo! Richards, the good Samaritan, came to the rescue.

It was nice to have spoken before your group in New York when I did, and I liked everybody in it. It was a smart idea to have had such a course for civilians, and it was even smarter that it was worked out so well. Your assistant, Commander Hewitt, seems to be quite able as well as a charming gentleman.

Once again, many, many thanks.

Very sincerely,

R.W. Bates,  
Captain, U.S.N.

Captain J.K. Richards, U.S.N.,  
Midshipmen's School,  
Columbia University,  
New York, N.Y.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 20, 1943

Dear Lovette:

You evidently are a very busy man and your time is almost too valuable for what I am about to propose. I feel, however, that as your job is Public Relations, my song, enclosed herewith, might assist you in your effort. In this connection, I got Jack Bergen, whom you probably know, as he used to be on the Secretary's Staff, to send this song to several of his friends.

Comments as follows have been received to date:

(a) From Mark Sandrich, with Paramount Pictures in Hollywood - "The poem written by Captain Bates I thought was extremely well done and have followed your suggestion. I am sending it to our Music Department and if there is a tunesmith who finds it interesting, I am sure you will hear further from their department."

(b) From Bob Hope, through his Secretary - "Mr. Hope thinks that the lyrics written by Captain Richard Bates are excellent. They seem to have a certain natural rhythm, and are so timely that they should certainly 'catch'. Why don't you go ahead and find someone to write a tune for them? Although Mr. Hope can't very well introduce the song on his show, as it's out of his department, you could undoubtedly launch it in Navy circles and let the crowd take it from there."

Note what Hope says here, that he thought it should be launched from Navy circles, and that was my idea too.

I endeavored to contact Frank Courtney, but I understand that he is quite ill, or was quite ill, and my action from him was necessarily negative.

I am, therefore, taking the liberty of writing to you about it, because I feel that the nation still requires something to bring it together. I tried that in my version of "Eternal Father, Strong to Save," which has to date been broadcast over the nation more than once, and is being used in many places. We are using my version here in Trinity Church also, and it is very popular with every one.

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If you have not seen it or heard of it, I wish that you would so inform me so that I might send you a copy. It may be of interest to you to know that the Rector of Trinity informed me the other day that a Diplomat from the State Department, enroute to Lisbon, requested one thousand copies. This new song is on a different line than the hymn. This song is designed to indicate the overwhelming power of this nation, and to indicate further, how, like a flood and avalanche, it is unstoppable. It is my conception further, that the music for the basic version should be more or less along the idea of a chant, at least within that tonal zone, so that every one might sing it, especially troops, and it is my further conception that the chorus should have more life than the chant portion.

I don't know whether you can do anything about this, or whether you are willing to. Perhaps you won't even like it, but if you do, can you not find some tip-top musicians, or as Mark Sandrich calls them - "tunesmiths", who would be willing to put this to music?

I have asked many people about it here, and they are all very enthusiastic and think that it really has what it takes. It is a different type of song to anything now on the market or on the air.

I hope that this letter finds you in the best of health and enjoying the job which you are certainly doing so well. I know that it is difficult, but nothing is too difficult for an old-time destroyer man.

I have been up here almost three years, and I am to go to sea in June, which, of course, is very gratifying and stimulating to me. Where I am to go, or on what, is as yet unknown.

Best regards to you, old friend, and best of luck, as always,

Captain Leland P. Lovette, U.S.N.,  
Office of Public Relations,  
Navy Department,  
Washington, D.C.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 25, 1943

From: Captain R. W. Bates, U.S.N.  
To : The Commander-in-Chief, U. S. Fleet.  
Via : The President, Naval War College.  
Subject: Anti-submarine Warfare.  
References: (a) The Influence of Sea Power on the  
French Revolution and Empire - Mahan.  
(b) Command of the Sea - Herbert Rosinski in  
Brassey's Naval Annual 1940.  
Enclosure: (A) Chart of Submarine Positions and Air  
Coverage North Atlantic, February 27, 1943.

1. It appears that the great retarding feature to offensive action by the United Nations is the lack of suitable ocean transport in sufficient number and cargo capacity to supply not only the Nations associated with the United States but, and equally important, to supply the armies of the United States on foreign soil. What causes this lack of ocean transport? The answers, of course, are self-evident. These are primarily -

- (a) Destruction of allied merchant ships through submarine action.
- (b) Inability to build merchant ships at a rate fast enough to compensate for sinkings and to attain at the same time a sizeable reserve of shipping for military purposes.
- (c) Necessity to go into convoy system which

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decreases flow of war materials and food stuffs owing to loss of time inherent in the convoy system.

2. It will be noted from a study of reference (a) that the conditions on the Atlantic today are little different from those which existed in the days of "The Warfare against Commerce during the French Revolution and Empire from 1793-1812." Here we find that -

(a) The British warfare against French commerce had become so successful that in 1799 the French Directory admitted that "not a single merchant ship is on the sea carrying the French flag." This was in part because "the Directory first, and Napoleon afterwards abandoned all attempts to contest the control of the sea and threw themselves, as Louis XIV had done before them, wholly on a cruising war against commerce." (Reference (a)). Isn't this in effect what has happened today? Here we have, in the Atlantic, scarcely a merchant ship carrying the flag of the Axis powers. This is because Germany was not allowed to build a fleet after the last war which might in any way contest command and because the small Italian Navy is inadequate because of morale, design, and numbers. Germany, therefore, apparently decided with the French of long ago, that the hope of gaining command of the sea for herself was forlorn and therefore she developed a new strategy which rejected "command of the sea" as out-of-date. As Rosinski says, "the whole

strategy will be directed upon the objective of immobilizing, or better still, destroying the merchant shipping under the enemy's flag with utmost consideration for one's own armed forces; operations are no longer going to be directed upon the enemy armed forces but upon his economic resources." (Reference (b)).

Thus we see history repeating itself as it has so often done during the course of the known world.

3. How then did France of 1799 combat Britain on the sea - and how is Germany combating Britain today?

(1) The answer of France was to attack British trade by men-of-war and by privateers, especially the latter. This type of warfare, known as "guerre de course," was quite successful in that the number of British merchant ships of all categories captured or sunk during the years 1793 to 1800 was 4,344. Of these, 705 were recaptured leaving a total loss to the British of 3,639 ships or an average yearly loss of 450 ships. This loss, while large, actually amounted to about two and one half percent of the commerce of the British Empire.

(2) The answer of Germany today is to attack United Nations' trade especially in pelagic areas by submarines - the modern counterpart of the privateer. How successful this warfare on trade has been is plainly shown in confidential reports, which indicate that during the year 1942, for example, the United Nations lost 1,574 ships,

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most of which were sunk by submarine action. This rate is almost four times the average yearly rate of the British during the years 1793 to 1800. During the months of April, May, June and July, 1942, the average number of merchant ships at sea was 604, of which 346 were in convoy and 258 operated independently of convoy.

Reports indicate that all mass attacks on convoys occurred outside the circles of 300 miles from aircraft bases. Reports also indicate that the Axis submarines now patrol outside area of air coverage. (See Enclosure (A)).

The above reports are corollaries to the fact that most sinkings today occur outside the area of air coverage.

4. What military measures were taken by the British in the period 1793-1812 to combat the privateer menace and what measures are being taken today? Also what additional measures are indicated by the above study?

(a) The measures taken by the British were (Reference (a), pages 203-205) twofold.

(1) The convoy system which had the drawbacks that (a) much time was lost collecting convoys, (b) much time was lost for the faster ships in the convoy because the common rate of sailing was far below the powers of many of the ships in the convoy and (c) the simultaneous arrival of great quantities of the same goods tended to lower prices. This

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resulted in many merchants refusing to take convoys, and to protect these as well as ships which parted from the convoy for one reason or another, the British established their second measure.

(2) The patrol system. Here cruisers were disseminated over the ocean upon the tracks which commerce follows and to which the hostile cruisers (French) were therefore constrained. Most of these cruisers were found in the terminal areas of trade and along coastal waters.

(3) The blockade system. There was an additional measure, not mentioned by Mahan as such, which the British followed which was quite successful. This was the observation of the proceedings in the enemy's naval ports, notably Brest. This was to prevent French warships from getting to sea and forming a combination of ships which might attack British sea power adversely.

(b) The measures taken by the United Nations today seem to follow the above quite closely with the exception of measure 4 (a)(2), which does not seem to be in use in the pelagic areas. Let us discuss each of these in turn.

(1) The convoy system. This system is in use today and has the same drawbacks as it had during the days of the French Revolution. However, it is the most effective system of protection in use and is in use in both the sea frontier and pelagic areas. In the convoy escorts are found both land-based and carrier-based aircraft, battleships,

cruisers and anti-submarine surface units, such as destroyers, corvettes, sloops, and smaller craft.

(2) The patrol system. So far as investigation has disclosed, there is very little patrolling being done today by the United Nations Forces except in the terminal areas and along the sea frontiers, where patrolling by aircraft (land-based) and by small surface vessels and submarines is an additional accepted method of protection.

(3) The blockade system. Although no blockade such as was practised in 1800 can be made effective today, the same result is being achieved by attacking submarine bases and surface ship bases from the air, and by raiding the bases from the sea in a manner similar to that done at St. Nazarre by the Commandos.

5. Thus we see that of the three measures found effective and necessary by the British in 1800, two are in full use today, and are increasing in effectiveness as aircraft, aircraft carriers and anti-submarine vessels are completed and made available. The third method - patrol - apparently is not in full use and is not very effective except, possibly, in the sea frontier areas. This seems to be because of a lack of patrols in strength in pelagic areas. Whether this lack is due to a shortage of sufficient anti-submarine weapons or whether it is due to a rejection of the patrol method or whether it is due to the fact that the method has been overlooked, is not known.

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6. The increase in submarine sinkings noted this month (March) would indicate that the above measures are not enough to combat the submarine menace. Increased production of merchant ships and war materials is evidently not enough. It would appear as if the measures now taken in the terminal areas (sea frontiers) are adequate and that the measure of escorting convoys is today reasonably effective and is becoming more so. However, it would also appear, just as it did to the British in 1800, that these measures are not enough - that patrolling in the pelagic areas is also necessary. It is here that the opportunity for marked improvement in protection appears to present itself.

7. Let us see what is suggested. It is this:

(a) Strategical - "To augment convoy protection by sending out 'patrolling and covering' groups each composed of perhaps two converted aircraft carriers and one squadron of anti-submarine vessels (destroyers, corvettes, sloops, etc.), to operate in the convoy lanes where there is little or no land-based aircraft coverage, for the purpose of clearing those lanes of submarines and, on occasions, of surface craft and aircraft."

(b) Tactical \* The tactical use of such "patrolling" and "covering groups" would be about as follows -

(1) Submarines to be effective must have -

(a) Time in which to recharge batteries.

(b) Time in which to get into a favorable

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relative position with relation  
to the target.

(2) Therefore, it is planned by this use of these groups to deny to the submarines the time to accomplish (a) or (b) or both satisfactorily. This will require that the aircraft on the carriers be operated day and night, with aircraft radar, for the purpose of forcing the submarines to keep submerged. This, if successful, should prevent the submarines from being able to operate advantageously and should thus lower their efficiency to a marked degree.

The anti-submarine vessels are to be used as escorts for the aircraft carriers for anti-submarine defense primarily, and for use as plane guards. They are also to be used and, on occasions, this may become their paramount duty, as anti-submarine patrols to assist the aircraft in keeping submarines down ~~on~~ in destroying them. They might be sent out in this case on anti-submarine scouting missions and, in bad flying weather, might be the only means of locating enemy submarines.

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XDES

NAVAL WAR COLLEGE  
Newport, R. I.

March 30, 1943

~~CONFIDENTIAL~~

From: Captain R. W. Bates, U.S.N.  
To: The Secretary  
Operational Proposals Board

Via: The President, Naval War College.

Subject: Anti-Submarine Warfare.

Refs: (a) The Influence of Sea Power on the French Revolution and Empire - Mahan.  
(b) Command of the Sea - Herbert Rosinski in Brassey's Naval Annual 1940.

Encl: (A) Chart of Submarine Positions and Air Coverage North Atlantic, February 27, 1943.

1. It appears that the great retarding feature to offensive action by the United Nations is the lack of suitable ocean transport in sufficient number and cargo capacity to supply not only the Nations associated with the United States but, and equally important, to supply the armies of the United States on foreign soil. What causes this lack of ocean transport? The answers, of course, are self-evident. These are primarily -

- (a) Destruction of allied merchant ships through submarine action.
- (b) Inability to build merchant ships at a rate fast enough to compensate for sinkings and to attain at the same time a sizeable reserve of shipping for military purposes.
- (c) Necessity to go into convoy system which decreases flow of war materials and food stuffs owing to loss of time inherent in the convoy system.

2. It will be noted from a study of reference (a) that the conditions on the Atlantic today are little different from those which existed in the days of "The Warfare against Commerce during the French Revolution and Empire from 1793-1812." Here we find that -

The British warfare against French commerce had become so successful that in 1799 the French Directory admitted that "not a single merchant ship is on the sea carrying the French flag."

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This was in part because "the Directory first, and Napoleon afterwards abandoned all attempts to contest the control of the sea and threw themselves, as Louis XIV had done before them, wholly on a cruising war against commerce." (Reference (a)). Isn't this in effect what has happened today? Here we have, in the Atlantic, scarcely a merchant ship carrying the flag of the Axis powers. This is because Germany was not allowed to build a fleet after the last war which might in any way contest command and because the small Italian Navy is inadequate because of morale, design, and numbers. Germany, therefore, apparently decided with the French of long ago, that the hope of gaining command of the sea for herself was forlorn and therefore she developed a new strategy which rejected "command of the sea" as out-of-date. As Rosinski says, "the whole strategy will be directed upon the objective of immobilizing, or better still, destroying the merchant shipping under the enemy's flag with utmost consideration for one's own armed forces; operations are no longer going to be directed upon the enemy armed forces but upon his economic resources." (Reference (b)).

Thus we see history repeating itself as it has so often done during the course of the known world.

3. How then did France of 1799 combat Britain on the sea - and how is Germany combatting Britain today?

(1) The answer of France was to attack British trade by men-of-war and by privateers, especially the latter. This type of warfare, known as "guerre de course", was quite successful in that the number of British merchant ships of all categories captured or sunk during the years 1793 to 1800 was 4,344. Of these, 705 were recaptured, leaving a total loss to the British of 3,639 ships or an average yearly loss of 450 ships. This loss, while large, actually amounted to about two and one half percent of the commerce of the British Empire.

(2) The answer of Germany today is to attack United Nations' trade especially in pelagic areas by submarines - the modern counterpart of the privateer. How successful this warfare on trade has been is plainly shown in confidential reports, which indicate that during the year 1942, for example, the United Nations lost 1,574 ships, most of which were sunk by submarine action. This rate is almost four times the average yearly rate of the British during the years 1793 to 1800. During the months of April, May, June and July, 1942, the average number of merchant ships at sea was 604, of which 346 were in convoy and 258 operated independently of convoy.

Reports indicate that all mass attacks on convoys occurred outside the circles of 300 miles from aircraft bases. Reports also indicate that the Axis submarines now patrol outside area of air coverage. (See Enclosure (A)).

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The above reports are corollaries to the fact that most sinkings today occur outside the area of air coverage.

4. What military measures were taken by the British in the period 1793-1812 to combat the privateer menace and what measures are being taken today? Also what additional measures are indicated by the above study?

(a) The measures taken by the British were (Reference (a), pages 203-205 twofold.

(1) The convoy system which had the drawbacks that (a) much time was lost collecting convoys, (b) much time was lost for the faster ships in the convoy because the common rate of sailing was far below the powers of many of the ships in the convoy and (c) the simultaneous arrival of great quantities of the same goods tended to lower prices. This resulted in many merchants refusing to take convoys, and to protect these as well as ships which parted from the convoy for one reason or another, the British established their second measure.

(2) The patrol system. Here cruisers were disseminated over the ocean upon the tracks which commerce follows and to which the hostile cruisers (French) were therefore constrained. Most of these cruisers were found in the terminal areas of trade and along coastal waters. Wherever located they acted offensively against enemy forces within their areas.

(3) The blockade system. There was an additional measure, not mentioned by Mahan as such, which the British followed which was quite successful. This was the observation of the proceedings in the enemy's naval ports, notably Brest. This was to prevent French warships from getting to sea and forming a combination of ships which might attack British sea power adversely.

(b) The measures taken by the United Nations today seem to follow the above quite closely with the exception of measure 4 (a) (2), which does not seem to be in use in the pelagic areas. Let us discuss each of these in turn.

(1) The convoy system. This system is in use today and has the same drawbacks as it had during the days of the French Revolution. However, it is the most effective system of protection in use and is in use in both the sea frontier and pelagic areas. In the convoy escorts are found both land-based and carrier-based aircraft, battleships, cruisers and anti-submarine surface units, such as destroyers, corvettes, sloops, and smaller crafts. This action is of an essentially defensive nature.

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(2) The patrol system. So far as investigation has disclosed, there is very little patrolling being done today by the United Nations Forces except in the terminal areas and along the sea frontiers, where patrolling by aircraft (land-based) and by small surface vessels and submarines is an additional accepted and evidently very effective method of protection. This action is of an essentially defensive nature.

(3) The blockade system. Although no blockade such as was practised in 1800 can be made effective today, the same result is being achieved by attacking submarine bases and surface ship bases from the air, and by raiding the bases from the sea in a manner similar to that done at St. Nazaire by the Commandos. This action is of an essentially offensive nature.

5. Thus we see that of the three measures found effective and necessary by the British in 1800, two are in full use today, and are increasing in effectiveness as aircraft, aircraft carriers and anti-submarine vessels are completed and made available. The third method - patrol - apparently is not in full use and is not very effective except, possibly, in the sea frontier areas. This seems to be because of a lack of patrols in strength in pelagic areas. Whether this lack is due to a shortage of sufficient anti-submarine weapons or whether it is due to a rejection of the patrol method or whether it is due to the fact that the method has been overlooked, is not known.

6. The increase in submarine sinkings noted this month (March) would indicate that the above measures are not enough to combat the submarine menace. Increased production of merchant ships and war materials is evidently not enough. It would appear as if the measures now taken in the terminal areas (sea frontiers) are adequate and that the measure of escorting convoys is today reasonably effective and is becoming more so. However, it would also appear, just as it did to the British in 1800, that these measures are not enough - that offensive patrolling in the pelagic areas is also necessary. It is here that the opportunity for marked improvement in protection appears to present itself.

7. Let us see what is suggested. It is this:

(a) Strategical - "To augment convoy protection by sending out 'patrolling and covering' groups each composed of perhaps two converted aircraft carriers and one squadron of anti-submarine vessels (destroyers, corvettes, sloops, etc.) to operate in the convoy lanes where there is little or no land-based aircraft coverage, for the purpose of clearing those lanes of submarines and, on occasions, of surface craft and aircraft."

(b) Tactical - The tactical use of such "patrolling" and "covering groups" would be about as follows -

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(1) Submarines to be effective must have -

(a) Time in which to recharge batteries.

(b) Time in which to get into a favorable relative position with relation to the target.

(2) (a) Therefore, it is planned by this use of these groups to deny to the submarines the time to accomplish (a) or (b) or both satisfactorily. This will require that the aircraft on the carriers be operated day and night, with aircraft radar, for the purpose of hunting the submarines and forcing them to keep submerged or be sunk. This, if successful, should prevent the submarines from being able to operate advantageously and should thus lower their efficiency to a marked degree.

(b) The anti-submarine vessels are to be used as escorts for the aircraft carriers for anti-submarine defense primarily, and for use as plane guards. They are also to be used and, on occasions, this may become their paramount duty, to assist the aircraft in keeping submarines down or in destroying them. Such use in coordination with aircraft has been found highly effective against submarines. In addition, they might operate independently on anti-submarine scouting missions. In bad flying weather, this might be the only means of locating enemy submarines.

8. This system of offensive patrols or "killer groups" would probably have a most favorable moral effect on the United Nations and a most unfavorable moral effect on the Axis as it would be a decisively offensive action against the submarine, whereas in the past most of the action taken has been of a defensive nature.

R. W. Bates

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

March 30, 1943

Dear Lovette:

Thank you very much for your letter relative to my song. I do hope that someone there can be found who can give it the ~~marshall~~ boost which I think that it is entitled to and should have.

*marital*

I was frankly interested to note that you have received a great many of these songs and had found most of them poor - at least that was the implication. The fact that mine is above average is reassuring, but at the same time there is no way of telling whether something is to be a hit or not until it has been tried. Such also is the lesson of command. One cannot tell too much about combat leaders until they have demonstrated in actual combat that they have that sparkle which separates the leader from the general average.

I am enclosing herewith the hymn to which I referred in my letter and which you have requested. Chaplain Workman told me long ago that he had given this on a national hook-up and I have been told that it had been done on other hook-ups as well as one beamed from Europe. I know that it has been sent all over the world and I know that it has been received in a most friendly fashion.

I suppose that you know that aeronautics or, shall we say, Quonset has put out a hymn to those in the air which is the old hymn plus an air verse about "darkling storms and sunshine fair." Aviators here in the War College, and I include both Army and Navy, and I have had at least one dozen comment, have stated that my verse was infinitely preferable because it embraced all situations whereas the Quonset verse covered only certain situations as is evidenced by the quotation above.

The formation of this hymn is as follows. The first verse is the original verse of song at Annapolis. The second and third verses were written entirely by me with some guidance from Dr. Lauriston Scaife, the rector of Trinity, and the last verse is the original last verse modified by the good Doctor and myself to fit the situation.

The idea of writing this hymn arose in my mind when I went to Trinity Church about a year ago and heard them sing

for those in peril on the sea. Although I am a sailor, this irritated me because what we were at that time and are still trying to get was a unity of effort not only in the armed services but in the minds and hearts of our people. So I told the Doctor that I thought that the hymn should be changed to read for land, sea and air. He questioned, "Who is going to do it?" and I told him that I would. He even tried to do one verse himself but promptly rejected it as unsatisfactory when compared to mine. The idea of this whole thing is, as I said before, unity of mental effort in the minds of our people so that we will always think of land, sea and air as one. That is our thought here in the War College and if you will look in SMD you will find that we refer to land as being the ultimate objective of naval operations - for "land is the natural habitat of man."

I hope that you find this hymn valuable. So many people, as I have said before, have been so enthusiastic about it that I feel it must have something which merits acceptance by everyone. I was going to have it copyrighted but then I felt that if I copyrighted it it might deny people the chance to use it. This, of course, would be alien to my conception because what I want is everybody to have the right to prayer even though it be in a song such as this.

The hymn is now sung every Sunday morning at Trinity church and the church has been very jammed partially, I believe, to the song and partially to the great forensic ability of our rector. We have been singing the song now for roughly eight months or more. It had become so popular with the congregation that we found that they were stealing the printed copies bodily out of the prayer books where the hymn had been pasted. It is for this reason that the hymn has now been printed not only in this prayer pamphlet but also in single sheet form where it is available to everyone.

You have full rights to use this in any way you see fit as I know that you would not use it excepting for the betterment of the morale of our Nation at war. You have a tough job and if this in any way helps you in accomplishing your mission it is yours for the asking.

Best regards.

As ever your old friend,

Captain Leland P. Lovette  
Office of Public Relations  
Navy Department  
Washington, D. C.

0441

March 31, 1943

Boye' Photograph Studio  
240 Stockton Street  
San Francisco, California

Gentlemen:

I am returning under separate cover the proofs which you took of me during my visit to California over Christmas. I have thoroughly considered these proofs and I have decided that I wish 6 of the 7058-C and 6 of the 7058-B.

I cannot say what type of background or, shall we say, paper these shall be displayed on, but as for size I suggest that we retain the size of my last pictures. I know that you have a copy of them there so that you know what that is.

Picture 7058-C seems very clear; picture 7058-B seems to lack clarity somewhat. Should, for some reason, there be a fault with the plate, I suggest you contact my mother at 727 Paru Street, Alameda, and she probably will authorize some change.

There is to be a graduation book put out in the War College this year, and I am anxious to have a picture of me available for entry in this book. I should like 7058-C for this and I would appreciate it if you could assist me in this.

I am sorry I have delayed so long in making a decision in these, but I have been doubtful as to how good these pictures actually were, owing to my lack of approval in my own mind of the hat. I have been convinced by the Staff here that the hat is O. K.

I should appreciate your sending me these pictures as soon as you can as I have been told that I am going to sea soon, and I would like to have them out of the way before that happens.

With many thanks for your friendly interest in these pictures, I am,

Very truly yours,

RWB/lmf

Capt. R.W. Bates, U.S.N.

0442



NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

April 12, 1943.

Dear Mr. Waring:

It has come to my attention, through fan mail, that your orchestra and chorus, last week, sang my version of "Eternal Father Strong to Save" over your regular evening broadcast. Thank you very much, indeed.

I don't know how you obtained my version, but I presume that Captain Lovette of Naval Public Relations gave it to you. However you got it, I'm pleased that you did get it.

Naturally, my idea of this hymn was solely to help the national effort along the lines of "unity." You are also doing a lot along that same line.

I am enclosing a copy of my verses, which I understand, have been, more or less, recognized as official by the Chief of the Navy Chaplain Corps and probably by the Army.

This hymn is being sung in many churches throughout the Country today and has, I have been informed, been broadcast from England to this fair land of ours.

I get no financial returns of any kind from it.

Jack Bergen, who is serving as a Commander (Navy) here at the War College, asks that I send you his best regards.

With deep appreciation of the work you are doing, and with many thanks again for recognition of my effort, I am,

Very sincerely yours,

H. W. Bates,  
Captain, U. S. Navy.

Mr. Fred Waring,  
Fred Waring's Pennsylvanians,  
National Broadcasting Company,  
New York, N. Y.

Encl.

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"ETERNAL FATHER! STRONG TO SAVE"

Eternal Father, strong to save,  
Whose arm doth bind the restless wave,  
Who bidd'st the mighty ocean deep,  
Its own appointed limits keep;  
O hear us when we cry to Thee  
For those in peril on the sea.

Creator, Who dost from above  
Observe Thy sons with eyes of love,  
Who canst preserve where'er they be  
Our men who fight for home and Thee;  
O put Thou forth a guiding hand,  
For those in peril on the land.

Almighty, Who canst from on high,  
Protect our flyers in the sky  
And guide each pilot in his plane  
The length and breadth of Thy domain;  
O hearken to our fervent prayer,  
For those in peril in the air.

O Trinity of love and power,  
Our forces shield in danger's hour;  
From peril, onslaught, fire and foe  
Protect them where-so-e'er they go;  
Thus ever may there rise to Thee  
Glad hymns from air and land and sea.  
Amen.

--oo0oo--

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

April 21, 1943

Army - Navy Register,  
511 - 11th Street, N.W.,  
Washington, D.C.

Gentlemen:

I noted in your issue of April 3rd that a poem of mine called "Can you hear Hirohito" had been published therein.

I had sent that poem to Captain Lovette of the Office of Public Relations of the Navy Department to see if he couldn't get someone to write suitable music for it. It was supposed to be a marching song and was not really finished, as I had planned to put some more Navy in it after the musicians had obtained the martial note, which I hoped I had incorporated in the wording.

Thank you very much for publishing it.

Please send me one dozen copies of that issue and charge to me at my address here.

Very truly yours,

R.W. Bates,  
Captain, U.S.N.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

April 23, 1943

/  
Boye,  
240 Stockton Street,  
San Francisco, Calif.

Gentlemen:

I am in receipt of the photographs which you fixed up for me, and they are quite up to the high standard which I expected from your firm. Had the pictures not been so good, I should have been very displeased with you for charging me \$53.50, C.O.D. I should have much preferred to send you a check and should I purchase more of these in the future, as I probably will, I wish it handled that way.

One reason for my displeasure at this C.O.D. is the fact that you charged me \$3.50 for something that was not contained in the package. I refer to the extra negative which you forgot to send. There were three other witnesses present when I opened the package and discovered the negative missing. Please supply me with one at your earliest convenience.

Very truly yours,

R.W. Bates,  
Captain, U.S.N.

0446

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

April 23, 1943

Dear Admiral:

I suppose that about a month has elapsed since I last wrote to you, and I would say that approximately two weeks have elapsed since Mrs. Kalbfus wrote me the letter concerning the Fred Waring chorus and my hymn. Naturally I was quite pleased to hear from both of you, and in addition, I have written to Mr. Waring to thank him for his interest.

Things are going on about the same here. The College is operating at a high level and most of the students are doing very well indeed. The Command Class is working on Op-III, the chart maneuver in the Dutch Indies, and the Prep. Staff Class is working on the Aleutians problem. All of them are beginning to more and more appreciate the high quality of S.M.D. However, their main difficulty, of course, lies with the fact that most of them, and this includes our civilian reserves, have never really learned to think. Thus, it becomes difficult for them. I told Admiral Pye the other day that I thought that the difficulty with S.M.D. was a fundamental one, and was directly traceable to improper education at the Naval Academy. I said that I thought that if the Naval Academy would use War College terms and would explain their use thoroughly, that this would facilitate their later understanding of their objectives in any position in which they held in the Navy. It is interesting to note that the Naval Academy has recently put out a book called "The Naval Organization and Command", which was written by some one who was familiar with S.M.D. Perhaps this is a start along the right direction.

There have been no changes around the College since I last wrote, although one officer who got "oiled" a little more than was proper, was detached and sent to sea. This was a Reserve officer in the Preparatory Staff Class, with a Merchant Marine background. He really was a very nice fellow, and told me he hated like "Sam Hill" to go, but he realized that the Navy was a little more tolerant with him than they generally are.

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I appreciated your suggestion that I come to Washington and pick out myself a job at sea, and I had planned to do just exactly that, but the Admiral called me in the other day and told me that there is something else in the air and that I might have to remain either here or somewhere else for six more months. You probably know very well what it is all about, but if you don't, I regret to say that I don't feel that I can release it in this letter. I told the Admiral that I was quite anxious to get to sea, that I had done the job here the best I could, not only because it was my duty, but because I believed in it and loved it, and therefore I felt that if I had been successful, I hated to think that it would hold me back rather than advance me. He said that he realized that thoroughly, but he didn't know anybody else who could do what he had in mind for me, therefore, I might have to remain on shore for not more than six more months. I told the Admiral again that if I were that vital in the machine, I could do nothing but accept, as my sole interest was victory, and after that, I came. So that's the way it stands and until I hear further, I don't feel that I am justified, nor would I be loyal, to take any contrary measures. What the whole thing will finally develop into, I have not the slightest idea, but whatever it is, here's hoping that it is for the best. I am sorry I can't explain what the idea back of it all is, but some day perhaps it will come out.

A prospective change, which we have just heard about, concerns Captain Steinwachs. It appears that he has been asked for by Admiral Nimitz to serve on his Research Board. Exactly what it will consist of is not definitely known, nor do we know when Captain Steinwachs will leave. I am glad for his sake that he will get out to the "Big Staff" where I hope they will be able to use him advantageously, and where he may get a chance to be on his own. The College will, of course, suffer because there never has been here any one more devoted or understanding, or loyal, than the Chief of Operations. He has the complete confidence and support of each and every one of us. I know that if I have to stay, I shall certainly miss him.

I see a lot of your old friends around here on occasions. Among these are Bill and Norman Whitehouse, Gus White, Schuyler Parsons, Walter Andrews, George Warren, Ted Burns, Valadimir Behr, and other civilians.

I entertained the Quendecim Club the other day at the Castle. I suppose that you will arch your eyebrows at this, but the Castle is now in new hands, has no bar as yet, and puts on quite a good dinner for slightly more than

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a reasonable price. Twenty-five members of the Club showed up and Dr. Scaife of Trinity addressed them on the status of the Church in Russia. Admiral Yarnell and Admiral Pye both came and both thoroughly enjoyed it. The number of Navy and civilians was about even. General Campbell had promised to come, and General Heskith also asked to come from Boston, where he is on duty, but unfortunately, on the afternoon of our affair they were ordered to New York and didn't show up. Dr. Scaife's discussion of the status of the Church in Russia was very interesting and every one was astonished to learn that Dr. Scaife was, in addition to being an Episcopalian minister, also in a sense, an ordained Russian priest. It was quite a story.

Your old tenant, Colonel Penn, is ill in Quantico. I had that citation from the Squarers Club re-done on a piece of waxed cloth, and I sent it down to him for his signature, but finally not hearing from him some one stirred up his wife who dropped me a note saying that he would be better soon, she hoped, and that he would then sign it. Would you have any interest in signing this also, as the President of the Naval War College, once I get it back? Naturally, the thing is a sort of "Bi-play", but nevertheless, I appreciate the sentiment which impelled it to be given. The point, of course, is that I always stressed "The Commander", and one of the officers told me the other day, that he certainly realized how important "The Commander" is, no matter what his position in the echelon.

I hear that Mrs. Behr is not too well, but I feel confident that it is nothing serious, as she had a heavy cold about four days ago when I saw her. Captain Douglas is also ill with apparently the same malady. This is the second time that he has been "out" during the past two months, and he is expected to return soon also. Betty Oldendorf is likewise ill with a cold and so is her daughter, Bee Jay. These are merely a few of the many who have been ill here because of the terrific weather. Frankly, the conditions have been little short of, if you will excuse me, lousy, and it is a wonder to me that more people are not sick, although the percentage is high enough as it is. Bill Whitehouse said New York is worse than here, and Helen Bastedo thinks that Washington was bad, so I guess that we were just in for a bad spell.

I wrote a letter to the Operations Board on the question of anti-submarine warfare in which I pointed out the methods used by the British in the protection of trade during the period 1793-1800 inclusive. I indicated that these methods are applicable today, in that the privateers of that day have their counter parts in the submarine of today. The broad strategy of the British campaign against

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the French can be repeated in toto with the exception that the weapons and technique have changed. I hope that what I sent in will be useful.

In accordance with my usual custom, before signing off I will tell you a new tale which I hope you can use:

A young man who had been recently married went to the Bishop and said that he and his wife, being happily married and having been married through the church, desired to conform to what the church demanded for Lent, and queried the Bishop about it. The Bishop said that he was pleased to see that the young man and his wife felt that way, and that the answer to their query was that during Lent, good Christians gave up something they liked to do very much. He said that, for example, he, himself, was going to give up smoking. The young man said that he and his wife had estimated that that was what the Bishop would say, and, therefore, they had decided to have separate rooms during Lent. The Bishop was quite pleased with this, and stated that such a sacrifice would do them both a lot of good. So when Lent commenced, the young man and his wife took separate rooms as per plan. Everything went along swimmingly until about 0200 on the fifth morning, when the husband was awakened by someone in his room. He endeavored to see who it was but couldn't in the darkness, so getting up his courage, he called "Who is there?" He was astonished to hear this feminine voice say "It is I, Mary, your wife." He instantly said, "Mary, what are you doing in my room, you know very well what our agreement was for Lent." To this Mary replied that she had had something she wished to tell him for some hours, but it was only now that she had managed to get up courage to do so. He said "Alright Mary, what is it?" She said "Dear, do you know what?" He said "No, what?" She said "I saw the Bishop smoking this afternoon."

With warmest personal regards and best wishes for Easter to you and Mrs. Kalbfus, I am, as ever,

Very sincerely yours,

R.W. Bates.

Admiral E.C. Kalbfus, U.S.N.,  
The General Board,  
Navy Department,  
Washington, D.C.

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NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

June 15, 1943.

Dear Lawton:

I am coming to you regarding the case of Mr. Pierrepont Edwards Johnson, a civilian here, age 31 years, who is anxious to obtain a commission in the Naval Reserve. Johnson is a graduate of the Salisbury School, and spent two years at Williams. He is married and has one son, eight years old.

His business experience is not great, as he is reasonably wealthy and spends his major time looking after his family estate. He has had considerable yachting experience in boats up to 90 feet in length, and has been owner as well as master.

He has endeavored to enter the Naval Reserve before this and, in so far as I know, has never been rejected.

His history is about as follows:

He tried to get into the Navy in February, 1941, but when November came around, he withdrew his request because of family difficulties. The reason he was not appointed at that time was that the classes were filled and did not reopen until after Pearl Harbor.

I know that Admiral Denfeld wrote a personal letter to Admiral Tarrant at Boston, concerning Mr. Johnson but, for the reasons above stated, nothing came of it.

Mr. Johnson states that, if he is to be drafted, it certainly will not be before 6 or 8 months and, possibly, a year and that, in trying to enter the Navy now, he is not endeavoring to avoid the draft, as he has been trying to enter, on and off, for several years.

He has been to Boston, and they seem to think there that his age is one year too high, and his business experience inadequate. However, they did suggest that it might be possible for him to get in some other way.

He has come to me and, as I've known him all this time and feel that he is worthy, I am writing to you to ask if you won't see what can be done, if anything, about him. As I expect to be going to sea in about three weeks, I should appreciate your interest if you could have your reply to this letter expedited.

Best regards, as ever,

Your old friend,

Captain Andrew P. Lawton, U.S.N.,  
Bureau of Naval Personnel,  
Navy Department, Washington, D.C.

0451

June 15, 1943.

Dear Bill:

I have taken up the matter of my detachment at this time, as per your suggestion, and Admiral Pye has told me to tell you that he does not desire my detachment until this class is finished -- that is, this Army and Navy Staff College class. The course here for them will be completed on the morning of 3 July, and the Admiral requests that both Captain Carter's orders and my orders be not dated earlier than that time.

I suppose that you were a little bit surprised at the attitude I exhibited when I spoke to you about this possible assignment. The reason for my attitude, in simple language, was that the only other officer that I know, who received orders similar to my prospective orders, is T. DeWitt Carr, and I don't know whether his were modified before he left. Frankly, I had thought that, with my three destroyer and destroyer leader commands and with the additional command of the RAMAPO, all very successful as indicated by the record, plus my three years here, that I wouldn't have to ask for a command -- that it would be forthcoming on the basis of merit. Note what others have said! It looks like a new policy!

After leaving you, I saw Admirals Art Davis and Frog Low in COMINCH's office, and both of them seemed quite surprised when they heard I was not getting a command at this time. They seemed to think it quite unusual, and there is no doubt that both Admiral Kalbfus and Admiral Pye felt the same as they did.

I spoke to captains around the Department who wanted to know whether I was going to sea or not. I told them that I probably was; that I was being sent out in the so-called "Captains Pool," presumably for that purpose. Most of them knew nothing about this "Captains Pool," although they are all of my time and will soon be going to sea.

I invited their attention to the fact that both Tom Peyton and Homer Graf had gone out under such orders, and both of them had gotten good commands. They replied to this that both of them had had commands at sea before this, whereas I had had no command in the captain's rank.

I told both Admiral Pye and Admiral Kalbfus what you said about the job, and, further, that I had suggested to you that it was possible that I had been on somebody's disapproved list, but that you had said that, on the contrary, I was not -- that I was authorized and qualified to command anything, and that it was your expectation that when I got out to the South Seas, I would soon find myself in a good SEA job.

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When I said this to Admiral Kalbfus, he looked at me and said, "Well, I frankly thought that there was something peculiar about this. But if Fechteler says that, it must be true. He always tells you what he believes to be the truth." Then the Admiral went on to say that he thought it was all right and for me to forget it. So that's what I am doing. I have decided to take no action of any kind to try to get anything at sea in that area from here, but to rely on the decision you make which, in the end, will probably be best for me.

In connection with this, there is a rather astonishing clash of opinion as regards to jobs out there. I would appreciate it if you could tell me what other officers are out there under orders similar to my prospective orders, as I cannot solve my own problem without establishing a basis for its solution. Certainly, I don't want a land assignment after three years ashore here.

Captain Carter hopes that, upon graduation, you give him enough delay, so that he can drive his wife and child across the continent.

There is one other matter which I would like to bring to your attention. It is this. Both of us would like to get our orders as soon as we can, so that we may get the shippers to work, moving our gear into boxes and, thence, to some storage place.

Finally, I want you to know I deeply appreciate all of the interest that you have taken in my welfare here at the College, as well as in the College itself. The College needed help for a time and you, Admiral Denfeld and Admiral Jacobs supplied that. Time will show how well you acted!

Best regards to you, and best of luck in whatever you undertake. I know that you are going to get yourself a good job and, as I told you down there, you're entitled to it.

Very sincerely yours,

Rafe Bates

Captain W. M. Fechteler, U.S.N.,  
Bureau of Naval Personnel,  
Navy Department,  
Washington, D. C.

0453

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

June 16, 1943.

Dear Margaret:

As you perhaps know when Freddy left for the Southwest, he sold me his bicycle with the single restriction that, before I sold it when I was detached, I give you a chance to get it, if you want it.

I am now about to be detached, and I would like to know whether you desire the bicycle, as Captain Grosby, for one, would like to obtain it. Please advise at your earliest convenience.

Frankly, in this connection, I understand that bicycles are not too hard to obtain now, and that the Victory bicycle is much easier to handle than the one I bought from Freddy.

I have heard nothing from Freddy, nor has anyone else, in quite a long time, but I trust that he is well. Also, I haven't heard from you, but I presume that you are in excellent physical condition, and having a great deal of fun up there in the mountains.

Newport has been very charming in recent days with spring in full swing but, until about three weeks ago, winter had a heavy hand on us, with temperatures as low as 18 degrees below zero. For a while, I thought I was with Byrd in Little America.

Best regards to you and much love from your old pal.

As ever,

Rafe Bates.

Mrs. Frederick Holmes,  
Eaglesmere, Penna.

0454

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

June 16, 1945.

Dear Art:

It was very nice to see you last Friday when I was in Washington, and I was glad to see that you were looking so well, and that your new job evidently agrees with you physically and mentally. By that I mean to say that, although mentally you would like to get away, physically you have gained in health and strength. This was good news to me as you are a very important link in our air command.

I was sorry that Admiral Ingersoll came in when he did, as it deprived me of a chance to fully talk to you. However, that is the way life goes, and one can do little about it.

As you know, I had planned to return to see you the next day, but I got mixed up with this torpedo plane attack idea, and went from Blandy down to Aeronautics. It took a good part of my time, which was very little at the most, but it was worth it as I found out that I was on very firm ground, and was perhaps one jump ahead of the brain trust that were working on a similar conception. So Blandy and Aeronautics both requested that I submit it, which I am going to do.

I don't know whether I will see you again before I depart these waters or not. I have no orders as yet, but I expect them with a detachment date of about 3 July, when the U.S. Army and Navy Staff College here, of which I am the director, finishes.

As you know, my orders will probably be a little bit peculiar, in that the plan was to order me to the South or Southwest Pacific in a general duty status. As I told you before, it is surprising to me that, after having had four successful commands, and when I say successful I mean it in the sense that all my fitness reports were outstanding and we won many prizes, and after three years here, where I likewise seem to have done very well, at least that is what both Admirals Kalbfus and Pye have told me, I find myself being ordered to a battle area without any assignment.

Frankly, I had wanted a command and had hoped that I would get one of the newer big ships. The fact that I haven't been so fortunate is disappointing, but wherever I go, I will do the best I can and will hope for the best. I have only one interest -- that is to win the war, and after that my interest is, naturally, myself.

With best regards to you and congratulations on your own success in everything you've undertaken, I am, as ever,

Your old friend,

Rafe Bates.

Rear Admiral A. C. Davis, U.S.N.,  
Office of the Commander-in-Chief,  
U.S. Fleet,  
Navy Department, Washington, D. C.

0455

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

June 16, 1943.

Dear Frog:

Thank you very much for the attention you gave me when I was down there the other day. I realize that you are very busy, and that your responsibility in the Atlantic is enormous. So I appreciate the time you were able to devote to me.

I don't know that I will see you before I depart from these shores, because as yet I have received no orders, but my orders will be, I understand, to report to either the South or Southwest Pacific for assignment.

I shall enjoy such orders very much indeed, if they bring me into action. I have spent all my life trying to prepare myself for that eventuality, and I shall feel highly disappointed if I don't get a chance to perform.

These orders that I am rumored to be getting, I suppose are about as good as one can obtain under the circumstances. As I told you, it seemed rather surprising to go from shore duty to an assignment which may also involve shore duty. But that is the way it seems to be, and I can only hope for a break.

Best regards to you and congratulations on your new assignment which, as I stated in the beginning, is highly important. If you get a chance on this subject, you might be interested to read the letter which I wrote on strategic use of Naval forces, using the historical background of British successful experience as the guide. Anyway, best of luck to you.

As ever,

Your old friend,

Rafe Bates.

Rear Admiral F. S. Low, U.S.N.,  
Office of the Commander-in-Chief,  
U.S. Fleet,  
Navy Department, Washington, D.C.

0456

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

June 19, 1943.

The Finance Company of America,  
Munsey Building,  
Baltimore, Md.

Gentlemen:

I am returning to you the Cumulative Preferred Stock which you have requested that I return. I regret that it is necessary to recall it as, for my association with your firm, the stock seems first-class.

I should like some further information. I own 20 shares of the Preferred Stock of the Investment Holding Corporation of the State of Maryland, and I own 5 shares of the Common Stock of the same Corporation.

So far as my records show, I have heard nothing from this firm, since the stock was authorized on 8 July, 1930.

As this Investment Holding Corporation seems to be some sort of subsidiary of yours, I should appreciate hearing something about this stock.

Anything you can advise me on it would be of great help, otherwise I shall find it necessary to write to the proper State representative on this subject. I should appreciate your courtesy if you would tell me who that is.

Very truly yours,

R. W. Bates  
Captain, U.S.N.

Encl:

0457

June 29, 1943

Dear Dutch:

I am writing to you regarding the case of Mr. Pierrepont Edwards Johnson, a divilian in Newport, Age 31 years, who is anxious to obtain a commission in the Naval Reserve.

Johnson is a graduate of the Salisbury School, and spent two years at Williams.

His business experience is not great, as he is reasonably wealthy and spends his major time looking after his family estate. He has had considerable yachting experience in boats up to 90 feet in length, and has been owner as well as master.

His history is about as follows:

He tried to get into the Navy in February, 1941, but when November came around, he withdrew his request because of family difficulties. The reason he was not appointed at that time was that the classes were filled and did not reopen until after Pearl Harbor.

I know that Admiral Denfeld wrote a personal letter to Admiral Tarrant at Boston, concerning Mr. Johnson but, for the reasons above stated, nothing came of it.

Mr. Johnson states that, if he is to be drafted, it certainly will not be before 6 or 8 months and, possibly, a year, and that in trying to enter the Navy now he is not endeavoring to avoid the draft, as he has been trying to enter, on and off, for several years.

There seems to be some doubt as to Mr. Jonson's eligibility because of the fact that he is 31 years of age and has not had the four years of college that seem to be required now.

Captain C. H. J. Keppler, U.S.N.  
150 Causeway Street  
North Station Office Building  
Boston, Mass.

0458



I don't know what your policy up there is concerning a case of this nature, but it would seem to me that in view of the fact Mr. Johnson has endeavored to get into the Reserve for so long, and in further view of the fact that the reason he did not succeed in 1941 was through no fault of his own -- the will and the verve were there -- and the only thing that blocked him was the fact that there (fortunately for us, but unfortunately for him) happened to be enough other able citizens with a similar desire, so that the lists were closed.

Mr. Johnson is quite anxious to get into the Naval Reserve, as is quite proper for decent Americans. He has had, as indicated above, considerable yachting experience, and it is this qualification which might give you the opportunity to request a waiver in a case of this nature.

I understand that Washington is not unfriendly to waivers when such waiver is requested by the Procurement Office in the proper area.

I would appreciate it very much if you would give Mr. Johnson's case your personal attention, and if you can see fit after discussing his experience with him to request a waiver I don't think that you will have later cause to regret.

I am leaving this area very shortly, having been assigned a fine command at sea, so I doubt very much whether I shall have the chance to see you. I remember with great pleasure the days we had together in the destroyers and I regret very much that your importance in your present post denies you the same chance that I am to have. Best regards.

As always, your old friend

Rafe Bates

0459

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND

July 1, 1943.

My dear Mr. Read:

I cannot begin to tell you with what sincere regret I find it necessary to return this music which you and Mr. Towle suggested for my song, "CAN YOU HEAR, HIROHITO?"

Unfortunately, the idea which I had hoped to convey has not been caught by you. The song was designed, in my mind, to be one to be sung by the soldiers and, therefore, it was to be within the tonal range of the vast majority of men. Secondly, and equally important, it was desired, in fact it was absolutely necessary, that this music have a martial ring within it. Such a ring and such a martial air seems to me to be lacking in this effort of yours. I am not so sure that 6/8 time for the chorus is correct.

I know that you have a great deal of ability and I have always liked your music--that is, the music which I have heard you play and sing--quite a lot indeed, and I don't doubt but that if I could really work with you, we would arrive at something satisfactory to us both.

Unfortunately, I find it necessary to leave this area for parts unknown, and I shall be deprived of the privilege and pleasure of working along the lines above indicated.

Thank you very much for your effort. It was kind of you to wish to help out in this, and I appreciated the fact that you considered that my words have merit, although I must say that the changes in wording, which you saw fit to make, tended to weaken the song, rather than strengthen it, and I would not be able to accept the change, even for musical reasons.

Now as a last statement, I want to say that the words of my song are not to be used further by you, nor are they releasable by you for any purpose whatsoever. They were sent to the Navy Department, were released to the press, etc., by them, and I do not feel free to grant any release to you or to anyone else without their approval and, in the case of your music, as it unfortunately is not suitable to me, I would not recommend its release.

Many thanks for your friendly interest.

Very truly yours,

R. W. Bates  
Captain USN

Mr. Kemp Read,  
127 Kempton Street,  
New Bedford, Massachusetts.

Encl:

0460